

EARNINGS DECREASING

Unfavorable September Reports from a Number of Railways.

East-Bound Shipments from Chicago Increasing—Business of Lake Lines Nearly Doubled.

The Louisville, Evansville & St. Louis earned in the first week of September \$30,888, a decrease as compared with the corresponding week last year of \$7,041. The Peoria, Decatur & Evansville earned \$15,015, a decrease this year of \$2,800. Both are Mackey lines and the earnings of the Chicago & Ohio River road are included this year in those of the P. D. & E.

The Big Four earned in the first week of September \$24,507, a decrease as compared with the corresponding week of 1892 of \$30,017.

President Ingalls' annual report will soon be out in pamphlet form and will show that the Cleveland, Cincinnati, Chicago & St. Louis, not including the Peoria & Eastern, earned in the year ending June 30, 1893, \$1,416,151, an increase of \$330,709; net of \$1,451,364, a decrease of \$235,450; and other income, \$229,904, an increase of \$5,822. After deducting interest, rentals, dividends, etc., there was a deficit of \$262,003, against a surplus of \$87,742 the preceding year.

The Financial Chronicle of Sept. 16 computes the gross earnings of 134 roads for the month of August, 1893, at \$24,377,777, a decrease of \$6,344,318, and those of 133 roads, from Jan. 1 to Aug. 31, at \$240,292, an increase of \$2,606,130. The gross earnings of fifty roads for first week in September reached \$5,917,653, a decrease of \$284,538.

During the fourth week of the season, five roads earned, gross, \$3,830,187, a decrease of \$1,026,115.

Business Improving at Chicago. Freight traffic on the roads both east and west of Chicago is picking up considerably. It is improving in both directions. A great deal of general merchandise is moving westward. Country merchants who allowed their stocks to become depleted while the money stringency was at its height now find themselves compelled to replenish them from sheer necessity, and the filling of their orders is giving the roads additional business. East-bound the movement of the crops has begun, and the roads look for an improving business in this direction for some time.

Shipments from Chicago last week amounted to 52,438 tons, against 52,236 tons for the previous week, and 62,751 tons for the corresponding week last year. Lake ship-

ments for the week amounted to 123,291 tons, against 65,218 tons for the previous week. Through shipments of grain, flour and provisions carried by the trunk lines amounted to 39,395 tons, against 24,970 tons for the previous week, and 23,284 tons for the corresponding week last year.

The promotion of the through traffic carried by each of the competing roads last week was as follows: Baltimore & Ohio 7.7 per cent, Big Four 3.5, Chicago & Erie 7.7, Lake Shore 2.6, Michigan Central 1.1, Nickel plate 10.2, Panhandle 8.7, Fort Wayne 10.6, and Wabash 9.0 per cent.

Personal, Local and General Notes.

George Diefenbach, general agent of the Big Four at Dayton, O., is in the city.

In the week ending Sept. 16 there were transferred over the Belt road 13,683 cars.

The Cincinnati, Hamilton & Dayton has secured a contract to haul 1,100 carloads of barley from Iowa to Aurora, Ill.

The Southwestern Traffic Association is in session at St. Louis, trying to whip the Missouri, Kansas & Nebraska.

There were handled at the Indianapolis stock yards by Belt road engines, last week, 810 carloads of live stock, and from this on a marked increase in this class of traffic is looked for.

Grading is being pushed on the new road from Fairmont to Muncie, and it is stated that construction work will be commenced between Muncie and Peru, Ind., in a few days.

All employees of the Pennsylvania lines, when visiting the world's fair, are expected to wear a badge which the company provides, bearing the trade mark of the company, a key and a hammer.

S. M. Shattuck, who has represented the Ohio & Mississippi in Colorado, yesterday succeeded C. E. Pearl as passenger agent at St. Louis. Mr. Pearl will go into mercantile business at Seattle.

E. O. McCormick, passenger traffic manager, has introduced on the Big Four the time table of the several divisions after the style used when on the Cincinnati, Hamilton & Dayton—a very convenient form.

Charles Neilson, late general superintendent of the Cincinnati, Hamilton & Dayton, has been appointed assistant to the general superintendent, Robinson, to fill the vacancy caused by the death of H. C. Ives in the recent wreck on the Boston & Albany road.

A. G. Wells, formerly connected with the Atchafalaya, has been appointed assistant to the first vice president, Robinson, to fill the vacancy caused by the death of H. C. Ives in the recent wreck on the Boston & Albany road.

The Southern Pacific has made a cut of 15 per cent, in both one-way and round-trip tickets from southern California to Missouri river points via El Paso and Fort Worth. The reduced rates went into effect yesterday.

The required number of stockholders of the Chicago & Alton have voted for the proposed new issue of common stock, which is on the basis of one new share for each stock for each eight shares of common and preferred stock.

The Western Passenger Association has boycotted the Sioux City & Northern and the Jacksonville & Jacksonville routes. Tickets on the first road will not be honored after to-day, and those of the latter not later than Wednesday.

At the roadmasters' convention, held in Chicago last week, W. W. Sharpe, Way Cross, Ga., and G. W. Merrill, of Savannah, Ga., won prizes for having the best papers read before the body on "How to Maintain the Best Track at the Least Cost."

B. S. Sutton, superintendent of the Cairo division of the Big Four, spent Sunday with his family in Shelbyville, returning yesterday to his headquarters. He reports that in a quiet way a good many improvements are in progress on the Cairo division.

R. H. Jones, representing the Chicago & Rock Island, is in the city.

Freight business is light, but passenger business very heavy. Coaches, baggage cars, cabooses, coal and stock cars are being pressed into use to handle the immense travel.

J. J. McLaughlin, superintendent of terminals of the Chicago & Great Western at St. Paul, has been appointed superintendent of the main line between Minneapolis and Olean, 129 miles, and of the branches, giving him 105 miles of road to look after.

On the Big Four lines, last month over twenty engineers on the system all being paid on the mileage basis, drew more money for August service than did the division superintendents. Some of the engineers made the largest mileage ever made on the Big Four lines.

Central Traffic Association roads will make a one-rate fare for the round trip from all points in their territory to Cincinnati, Oct. 10 and 11, for the national encampment of the Union Veteran Legion of the United States, to be held there Oct. 11-13. The return limits of the tickets will be Oct. 14.

The Island City Coal Company held its annual meeting yesterday and re-elected its old board of directors. The official report showed that in the year ending August 31, this company shipped over the Indianapolis & Vincennes road 210,000 tons of coal, and expects to ship double that quantity the present year.

A week after the wreck and explosion at Wau, on the St. Louis division of the Big Four, attorneys succeeded in getting thirty of the victims who were injured in the explosion to bring suit for damages. The cases have never come to trial, but the attorneys have offered to compromise with the company if it will pay \$150 in each case. After duly considering the matter, General Solicitor Ives has decided to accept the proposition. All the claimants who were injured in the wreck, except one, have been

settled with. The explosion occurred some time after the wreck. Of the seventy then injured but thirty have ever brought suit against the company.

At the trunk line meeting on Tuesday, the Pennsylvania made a strong bid for a \$15 cent rate from New York to Chicago, but no action was taken. It will come up again at the meeting to-morrow.

Representatives of twenty lines of railroad, composing the Southwestern Traffic Association, met at the Southwestern at a meeting, many of them to elect a chairman. Many ballots were cast without a choice. Oscar G. Murray, general manager of the Big Four, led the contest. No choice was made and the meeting adjourned till to-day, when Mr. Murray will doubtless be chosen.

The monthly report of the Pennsylvania Voluntary Relief Department for August is out. It shows that during the month the lines west of Pittsburgh, there were \$2,750 paid out in death benefits from accidents, and \$4,550 in death benefits from natural causes in disabled benefits, \$1,175.50 from accidents, and \$6,058.40 from sickness, making the disbursements of the month, \$18,333.50.

Between 11:45 A. M. yesterday and 12:30 noon there were sent out from the Union Station eight passenger trains for Chicago, four over the Big Four, hauling forty coaches, three over the Pennsylvania, hauling thirty-one coaches, and one over the Chicago & North Western, hauling ten coaches, making a total of eighty-five coaches of passenger equipment. The Union Station has this beats all former noon runs for Chicago.

The Chicago lake and rail lines will advance freight rates within a short time to 25 cents on sixth class and 25 cents on fifth class. The lake lines are at present doing about all the business they can handle, and will in a short time be utterly swamped, and the lake and rail lines propose to be in a position to make money on the business which must come to them at the close of navigation. The entire situation promises much more profitable season for the eastern lines than they have enjoyed for several seasons past.

The Western Passenger Association is again torn up over the excursions which are to be run from St. Louis, Mo., by a newspaper of that city. The paper claims the excursions are coming over the Chicago Great Western, and that road denies absolutely that it will have anything to do with the excursions. The Lake Island claims to know that they are coming by the Northwestern, and that road claims to know that they are coming by the Chicago Great Western. The paper, however, insists that it is paying full fare for those it sends to Chicago.

The Chesapeake & Ohio and the Southwestern Railway Company have ordered a cut of 10 per cent. in the wages of all its employees, from the president down. The cut takes effect Oct. 1. The Chesapeake & Ohio extends from Louisville to Memphis, Tenn. The company explained the cut as being necessary on account of the great falling off in traffic, and promising a reduction as soon as business recovers its normal condition. The officials of the company do not anticipate any trouble over the cut, and the employees are expected to yield to the demands of the situation.

The Canadian Pacific will open its new southern line Sept. 24. The line practically parallels the old line from Regina, in Ontario, or nearly one-half the distance through northern Minnesota, Wisconsin, Minnesota and South Dakota, passing through St. Paul, and thence northwest to the Canadian border at the mouth of the Red river. The new line passes through northern Minnesota, Wisconsin, Minnesota and South Dakota, passing through St. Paul, and thence northwest to the Canadian border at the mouth of the Red river. The new line passes through northern Minnesota, Wisconsin, Minnesota and South Dakota, passing through St. Paul, and thence northwest to the Canadian border at the mouth of the Red river.

To-morrow the trunk lines will meet to decide on the making of a fifteen-dollar round-trip rate from New York to Chicago, the world's fair. George B. Roberts, president of the Pennsylvania lines, is in New York laboring with the presidents of other roads to approve such a rate, and Mr. W. Boyd, assistant general passenger agent, is endeavoring to induce the general passenger agents of the trunk lines to consent to such an arrangement.

A meeting on Wednesday last the New York Central and the West Shore lines are reported to have approved the reduction. It was estimated that a rate of 15 cents for a large number of people to visit the world's fair in the next six weeks.

Philip H. Boynton, a veteran engineer of the Lake Erie & Western, died in his home at St. Paul, Minn., of a complication of diseases, after an illness of four weeks, aged sixty-five years. He was one of the oldest and best known engineers in the West. Mr. Boynton enjoyed a record that is probably without a parallel in the entire history of railroad-riding. He began railroading at the age of eleven, on the New York & Erie at Falls, now a part of the New York Central, working there for about a year. He came West in 1851 and engaged as track layer on the Wahpeton, which later became the Chicago & North Western. He worked on this road for one year, and then entered the service of the old Indianapolis, Peru & Chicago, which then extended from Indianapolis to Peru. With this road he has been engaged ever since, following all its changes into a part of the Wabash system, and finally into the Lake Erie & Western. With the exception of a few months' sickness and disabled engine, he has been running for almost a period of forty years. During this time he has met with many accidents, none of which were serious, and he has never killed a passenger.

DRY SPELL BROKEN.

Furious Rainstorm at St. Paul—Two Boys Killed by Lightning.

ST. PAUL, Minn., Sept. 18.—The elements made a plaything of St. Paul for a time to-day, and the dry spell of the past few weeks was broken by a furious storm. A little after 11 o'clock the water came down in a steady stream, which, however, lasted but a few minutes. There was a lull in the storm and the sky showed symptoms of clearing, but the rain of the forenoon was only a harbinger of what came this afternoon. Darkness, such as is seldom seen in daylight, fell over the city and the lights were lit in all the buildings and street cars. After a few gusty blows and flashes of lightning the storm broke all its fury. The rain came down in torrents for a few minutes, but quickly changed to hail. Shade trees and window glass suffered most from the hail. Fred Miller and Will Kessler were instantly killed by lightning while sitting in the kitchen of a South-side butcher. A child was knocked off a chair and a stove shattered. No further damage was done.

Forecast for To-Day.

WASHINGTON, Sept. 18.—For Indiana and Illinois—Generally fair, except in north portions; slightly cooler in Illinois, except stationary temperature in extreme south portion; winds becoming southwest or west.

For Ohio—Threatening, but probably without showers, except on the lakes; slightly warmer in western portion.

Local Weather Report.

INDIANAPOLIS, Sept. 18.

Time. Bar. Ther. Rel. Hum. Wind. Weather. Precip.

7 A. M. 29.94 69 51 South Cloudy. 0.00

7 P. M. 29.87 82 42 South Clear. 0.00

Maximum temperature, 85; minimum temperature, 61.

Excess of deficiency since Sept. 1—116.08

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NOW WILL HE KNOW?

Mayor Sullivan Officially Informed that the "Tiger" Is Raging.

Council Asks Him to Prevent Minors from Being Permitted in the Dives—Board of Public Works Routine.

The Mayor last night received an official notification that gambling houses are wide open, indeed he heard a resolution read in the Council which was a reflection full of pity on the weakness he has shown. He never winced under the arraignment, but he looked very pale and very weary. The Democratic members tried to dodge the issue, but it was presented so squarely by the Republicans that several of the members did not dare to vote against the resolution. The Council asked him to prevent minors from being permitted in the dives—Board of Public Works Routine.

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It is the sense of this Council that Mayor Sullivan instruct the Board of Safety to notify the gambling houses in the city that they must not admit minors in their rooms. This resolution, which Mr. Cooper introduced, or rather motion, for its partook of that form, was seconded by Mr. Young. The Council then proceeded to vote on the resolution. The Mayor was in the room, and he was asked to vote. He did not vote, but he did not dare to vote against it. The Democratic members tried to dodge the issue, but it was presented so squarely by the Republicans that several of the members did not dare to vote against the resolution. The Council asked him to prevent minors from being permitted in the dives—Board of Public Works Routine.

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job yesterday. This makes \$5,000 altogether that has been allowed the company on the work.

The final estimates on the Park-avenue local sewer were approved. The work cost \$6,000, and the contractors are Gansburg & Koney.

A lady from North Illinois street complained that the contractors were using fine gravel in improving the street and that they were doing this work under the eyes of the city engineer. The engineer was ordered to have a care.

A declaratory resolution was passed ordering a sewer to run from Fletcher avenue south on Noble to Elm and from Elm to Dillon. The final estimates were approved on the Clifford-avenue sewer.

NOT THEY! False Rumor that the Board of Safety Was Considering Closing Gambling Houses.

The Board of Safety had a short meeting yesterday morning with Superintendent Colbert, and this led to the report that the board was going to close the gambling houses. The report proved to be a canard, as the houses were in full blast last night. The board accepted the resignation of Sergeant Hazen and appointed patrolman Stout to the vacancy. Special police were ordered to C. McLean at schoolhouse No. 2, and Patrick Kelly, who has a Merchant policeman's district on South West street.

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